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REPORT

INFORMATION REPORT

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SUBJECT Supply Installations in the Russian Zone of Germany

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Adlershof (N 53/Z 94) Fuel Depot

1. Between 4 and 6 September 1950 it was learned that the large fuel depot of Adlershof was a Derunapht installation. Signboards in the depot area bore inscriptions in German. The depot was operated by German personnel and guarded by German watchmen during the day and by VP personnel at night. (1)
2. The depot is a former German installation which had been taken over by the Soviets after the German surrender and has not been enlarged. The depot, which covers about ten acres, had surface fuel tanks with a total capacity of about 45,000 cubic meters. Five large 5,000-cubic meter gasoline tanks, 18 smaller gasoline and oil tanks and a number of former tank cars used as emergency storage space, were observed in the depot area. Barrels with grease, etc. were stored in several sheds. (1)
3. The fuel containers of the depot were nearly always filled to capacity. Incoming shipments arrived by rail on a triple-forked spur track. Outgoing shipments were made on Derunapht tank trucks.
 The water supply-route was still barred because of the ruins of bridges in the Teltow Canal. The depot supplied all large service stations in the Berlin area. (1)

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Berlin-Oberschoeneweide (N 53/Z 94) Spare Parts Depot

4. On 22 September 1950 it was learned that a Soviet Army spare parts depot was located on the premises of the former Feldmann Firm on Edisonstrasse, Berlin-Oberschoeneweide. Items manufactured there, allegedly at a low rate, included batteries for trucks and passenger cars, fuel pumps, speedometer shafts, glow plugs and radiator hoods. (2)

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Burgstaedt (N 51/K 56) Supply Depot

6. On 25 August 1950 about 1 p.m. athletic equipment, including 20 sets of parallel bars, 20 sets of horizontal bars and about 60 springboards, were hauled to the Burgstaedt railroad station on trucks [redacted] and loaded in two boxcars. The loading detail was composed of 10 soldiers who wore black-bordered red epaulets and a lieutenant (Adm) wearing silver epaulets. At 4:20 p.m. the two boxcars were coupled to a freight train headed toward Leipzig (N 52/E 21). (4) 25X1
7. On 29 August 1950 at 11:20 a.m. about 150 bales of 20 uniform coats or trousers were loaded into three boxcars at the Burgstaedt railroad station. The coats had red-bordered black epaulets. The shipment had been hauled to the station from the clothing and equipment depot on trucks [redacted]. The truck drivers wore tank insignia. The loading was done by a detail of 10 soldiers wearing black-bordered red epaulets, and a senior lieutenant (Adm). At 4:20 p.m. the three boxcars were coupled to a freight train headed toward Leipzig. (4) 25X1
8. On 30 August 1950 about 1:30 p.m. boxes, 70x90x70 cm and containing shoes and boots, were loaded in a boxcar by a detail of eight soldiers who wore black-bordered red epaulets. The boxes had come from the clothing and equipment depot on truck [redacted] which was driven by a tank trooper. At 4:20 p.m. the boxcar left the station, coupled to a Leipzig-bound regular freight train. (4) 25X1
9. On 5 September 1950 about 3 p.m. 12 soldiers wearing black-bordered red epaulets were seen at the Burgstaedt railroad station, loading a boxcar with bales of bed clothes which had been shipped to the station on truck [redacted]. The truck was driven by a soldier who wore red-bordered black epaulets. The boxcar left with a Leipzig-bound freight train at 4:30 p.m. (5) 25X1

Dannerwalde (N 51/E 61) Ammunition and Ordnance Depot

10. On 21 September 1950 it was learned that a large Soviet ammunition and ordnance depot was located near Dannerwalde. Recently incoming shipments of ammunition were frequently observed. It was said that many tanks and artillery pieces were stored in the depot area. (6)

Iberswalde (N 53/V 08) Ration Supply and Clothing Depot in the Former Misenspalterei

11. On 3 September 1950 it was learned that a Soviet ration supply and clothing depot was located on the premises of the former Misenspalterei along the Iberswalde-Firov road. The depot supplied all troops stationed in Iberswalde with the exception of the kommandatura and IVD personnel. The stocks of the depot allegedly were adequate for three weeks. Supplies were stored in 3 three-story factory buildings and 10 large Reich Labor Service cantonment buildings. The depot was operated by 15 officers and about 100 IM, about 25 years of age, who wore red-bordered black epaulets. The depot area was strictly guarded by sentries and patrols. Watchtowers mounting searchlights were seen in the depot area. Five ZIS trucks belonged to the installation. (7) 25X1

Erfurt-Harbach (N 51/J 36) Ration Supply Depot

12. In late August 1950 a convoy of about 30 new three-mile trucks was observed moving along Nordhauserstrasse toward the ration supply depot in the northern sector of Erfurt. [redacted] 25X1

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13. The Erfurt slaughterhouse housed the Soviet meat distribution center which serviced all troops stationed in the Erfurt area. Only a small section of the slaughterhouse had been left to the Germans. (90)

14.
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Finow (N 53/V 08), Ammunition Depot

15. On 9 September 1950 a convoy of 11 trucks [redacted] picked up boxes, about 60x40x20 cm, at an ammunition depot in the Finow area and returned toward Merswalde. The convoy was escorted by troops wearing red-bordered black epaulets, riding in a truck [redacted] (10) 25X1
16. On 12 and 13 September 1950 truck convoys [redacted] were observed moving toward Finow empty in the morning and returning toward Merswalde loaded in the afternoon. (10)

Area of Fuerstenberg (N 54/U 52) Projected Construction of Supply Installations

17. In late September 1950 it was learned that large funds had been appropriated for the speedy construction of military supply installations of the Kech in the Fuerstenberg area. The installations were allegedly scheduled for completion by mid-December 1950. (11). 25X1

Fuerstensee (N 54/U 63) Ammunition Depot

18. On 30 August 1950 trucks [redacted] entered the area of the Fuerstensee ammunition depot. Truck [redacted] carrying mortar shells or bombs, 50 to 60 cm long, 20 cm in diameter and with a three-fin rear section, was observed heading toward the depot along the Domjuch-Fuerstensee road. Documents found by the gate of the depot on 30 August 1950 included:
- a. An envelope addressed to a soldier of [redacted] postmarked 16 July 1950, examined by Censorship Office [redacted] and mailed from Mezhin, Chernigov Oblast. 25X1
 - b. Three envelopes addressed to a soldier of Unit [redacted] one of which postmarked 7 July and examined by Censorship Office [redacted] 25X1
 - c. Letter dated 16 July 1950, written by a soldier of Unit [redacted] in Germany to a fellow soldier who, [redacted] is stationed only 5 km from the post of the writer. (12) 25X1
19. According to a railroadman a train of 40 filled tank cars was shunted to the Fuerstensee ammunition depot on 11 September 1950. (13)

Fuerstenwalde (N 53/V 33) Main Medical Supply Depot

20. On 15 September 1950 it was learned that the main medical supply depot which was previously located in Lichtenberg (N 53/Z 95) had moved to Fuerstenwalde where it was situated on the road to Steinhofel (N 53/V 34). Boxes which were unloaded there were labeled Lichtenberg or Karlshorst. (14)

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Markersdorf (R 51/K 67) Equipment Depot

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21. Early on 22 August 1950, 35 disassembled new trucks were loaded on flatcars and boxcars at the Markersdorf railroad station. The chassis, driver's cabs and sidewalls were loaded on six flatcars and crated motors, wheels and other parts on eight boxcars. The shipment was hauled to the station from the Groma Plant on trucks [] which were driven by soldiers wearing red-bordered black epaulets and black-bordered red epaulets. The loading party was composed of 20 M wearing black-bordered red epaulets and a lieutenant wearing red-bordered golden epaulets. The loading was completed at 6:30 p.m. The shipment was consigned to the Soviet Military Administration in Stettin. The train left the station heading toward Chemnitz. (15)
22. In the morning of 23 August 1950, 60 wooden boxes, 70x90x70 cm, were unloaded from three boxcars at the Markersdorf railroad station and hauled to the medical depot on trucks [] driven by tank troopers. Workmen said that the boxes contained medical supplies from the chemical plants in Bitterfeld (R 52/K 14). (16)
23. On 26 August 1950 about 1:15 p.m. about 80 boxes, 70x90x70 cm, were shipped to the Markersdorf railroad station on trucks [] from the medical depot and were loaded into two boxcars under the supervision of a junior lieutenant (Adm). The boxcars, consigned to the Soviet Military Administration in Stettin, were coupled to a Chemnitz-bound freight train about 4 p.m. (16)
24. On 27 August 1950 about 4 p.m. a detail of 20 M wearing black-bordered red epaulets, supervised by a senior lieutenant wearing red-bordered golden epaulets, unloaded mudguards for trucks from a boxcar, six truck driver's cabs from a flatcar and truck chassis from another flatcar at the Markersdorf railroad station. The shipment was hauled to the Groma Plant on trucks [] (15)
25. On 1 September 1950 about 3:30 p.m. 25 surgical tables and about as many boxes were unloaded from two boxcars at the Markersdorf railroad station and were sent to the medical equipment depot on trucks [] The unloading detail of 10 men was supervised by a senior lieutenant wearing red-bordered silver epaulets. (16)
26. On 2 September about 9:30 a.m. about 60 boxes, 60x50x50 cm, were shipped from the medical equipment depot to the railroad station on truck [] The boxes, allegedly containing medicaments and dressing equipment, were loaded on a freight car which was attached to a freight train headed for Chemnitz about 11:30 a.m. (16)
27. On the afternoon of 4 September 1950, 10 partly stripped trucks [] were loaded on flatcars at the Markersdorf railroad station. The wrecked trucks had been towed to the station from the Groma Plant by trucks [] According to local railroad employees, the trucks were to be sent to a German agency for repair and eventual sale to German firms. (15)
28. On 9 September 1950 about 10:30 a.m. about 120 boxes, 60x50x50 cm, were unloaded from two boxcars and shipped to the medical equipment depot on trucks [] The drivers of the trucks were tank soldiers. The lettering on the boxes indicated that they contained washing agents from the Groma Plant in Stein (R 51/K 57). (16)
29. On 14 September at 9:15 a.m. two boxcars were loaded with about 80 boxes, 60x50x50 cm. The boxes had been shipped from the medical equipment depot on trucks [] They allegedly contained watertight packed medicaments

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and washing agents and were to be dispatched to Stettin. The boxcars were attached to a freight train which left the railroad station in the direction of Chemnitz at 11:30 a.m. (16)

Kuenchenbernsdorf (U 51/J 95) Fuel Depot

30. From 12 to 15 September 1950 the Kuenchenbernsdorf fuel depot was strictly guarded by Soviets. The approach of strangers was announced by the guards by bell signals. Besides the guard detail, technical personnel were also quartered in the depot area. The MI were restricted to the depot area. (17)
31. It was learned that 22 surface fuel tanks were available in the depot. Four of them were seen. They were 10 meters high and 8 meters in diameter. The important installations of the fuel depot were said to be underground. One object in the depot area was surrounded by a fence and strictly guarded. Its purpose could not be determined. (17)
32. Every four to six weeks a train of 40 railroad fuel cars reportedly arrived at the depot. The tank cars were allegedly filled with various types of gasoline which was mixed before being shipped out. Local residents observed white, yellowish, blue, red and brown gasoline. From shipping labels attached to two empty cars parked at the railroad station it was determined that they had come from Bismleben (U 52/D 63).
33. On 13 September 1950 it was learned that the former German Air Force fuel depot in Kuenchenbernsdorf was being used by the Soviet Army. Since the depot was heavily damaged at the end of the war its storage capacity was only 3,600 to 4,000 tons. The monthly turn-over was approximately 2,000 tons of gasoline and 50 tons of lubricants. (17)
34. The depot had the facilities for admixing tetraethyl lead to the gasoline. Through the admixture of this agent, which was delivered from the U.S.S.R., the gasoline could be brought to any desired octane rating. (17)

25X1

Rathenow (U 53/Z 15) Ammunition Depot

35. In early September 1950 three shipments of four or five boxcars each, loaded with ammunition, arrived in Rathenow. The ammunition, mostly mines, was unloaded behind the Rathenow-North railroad station and stored in two storage buildings about 2 km northwest of the railroad station. The storage buildings were heavily guarded by soldiers who wore black epaulets. (19)

Rostock-Maricene (U 55/O 32) Fuel Depot

36. On 8 September 1950 the construction of the large fuel depot in the area of the former Heinkel Aircraft Plant was not completed. The work is done by the Deutsche Kraftstoff Mineraloel-Kontrolle (Gasoline and Mineral Oils Agency) (DKMZ). The work, for which about 230 persons were employed, was being accelerated as much as possible. The fuel containers shipped to the depot from Harrentin (U 54/T 15) were not installed. (20)

Satzhorn (U 53/Z 54) Ration Supply Depot

37. In August 1950 it was observed that about 50 railroad cars of food daily arrived at the Satzhorn ration supply depot. While flour and cereals arrived from Loebau (O 52/A 80), tobacco, groats, and millet were shipped from the harbor in Magdeburg (U 52/Y 60). Incoming food shipments had increased in recent weeks. About 70

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soldiers and 100 Germans civilians were employed at the ration supply depot. The Germans are searched every day before starting work. The depot was headed by a field officer and a political officer. (21)

Schleife (G 52/A 74) Fuel Depot

28. On 12 September 1950 it was observed that the fuel depot was about 500 meters north of Schleife on the western side of the road to Spremberg. It extended about 1,000 meters along the road and was about 500 meters deep. German Volkspolizei were quartered in the former administration building which was surrounded by a fence. The depot, located in a wooded area, was heavily guarded by Soviet soldiers. (22)
29. According to construction workers, fuel tanks about 6 meters long of the same type as had been at the depot prior to the German surrender, arrived during 1950. After the installation of these tanks most of the workers were discharged so that it is believed that fuel will soon be stored at the depot. Nothing was known on the storage of ammunition. (22)

25X1

41. On 17 September 1950 it was learned that the Soviets had asked the Cottbus regional railroad headquarters for the delivery of a small locomotive to be used at the Schleife ammunition depot. It was explained that seven railroad cars had to be moved from Spremberg to Schleife every week. The Cottbus railroad headquarters decided that the locomotive would be furnished by the Spremberg railroad station. (24)

Schoenebeck (M 53/D 78) Ordnance Depot

42. On 16 August 1950 two linen strips with names on them were torn from overcoats which were turned in to the army ordnance depot in Schoenebeck. (25)
43. On 17 August 1950 Major Zalmunov (fnu) went on leave. He went to the U.S.S.R. where he will presumably stay for a month. His deputy was Captain Vladimirov (fnu). (26)
44. On 5 September 1950 Captain Dukanich (fnu) arrived at the depot on a train of eight boxcars. (26) Four of these cars were unloaded by 7 September 1950. They contained boxes with new leather boots from Bernau, four tons of sole leather and two tons of uppers. The new boots were stored in storage house VI, the uppers in the basement of storage house VII. The other four cars were parked on a siding of the depot and placed under guard. Neither the German worker nor the Soviet soldiers picking up equipment were allowed to approach the cars. (27)
45. On 8 September 1950 all the German workers, about 40 men, and about 50 Soviet soldiers were clearing storage houses IV and V. The equipment previously stored in storage house V was distributed to storage houses VI and VII. The evacuated storage house V was filled with damaged uniforms and footwear. (27)
46. On the night of 8 September 1950 the four boxcars, parked separately, were unloaded only by Soviet soldiers, contrary to previous procedure. When the German workers began working at 8:00 a.m. the empty boxcars were noticed in front of storage house IV. They were informed by Captain Dukanich (fnu) that, effective immediately, storage house IV was off limits to them. While the storage houses were previously each guarded by one sentry, storage house IV had been secured by a double sentry since 9 September 1950. The Soviet soldiers who were employed for unloading of the four boxcars were ordered by their officers to observe the utmost secrecy. All the windows of the upper story of storage house IV were covered with tent sheets. (28)

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47. Shipments hauled to the depot on supply truck [] between 7 August and 13 September 1950 included 50 pairs of boots on 7 August; 250 padded jackets on 9 August; mending material and boots on 16 August; 500 overcoats on 17 August; shoemaker's material on 19 August; 133 padded jackets, 31 pairs of boots and 100 kg of mending material for overcoats on 22 August; 300 overcoats on 23 August; 50 pairs of boots and 91 short padded jackets on 28 August; 2,780 fur caps on 2 September; 881 fur caps on 5 September; 100 pairs of boots on 6 September; and 680 bedlinens in need of mending on 13 September 1950. Outgoing shipments on the same supply truck included 400 jackets on 12 August; 150 padded jackets on 16 August; 81 pairs of repaired boots on 24 August; 232 overcoats and 190 padded jackets on 29 August; 21 tents on 4 September; 25 pairs of boots and 150 padded jackets on 5 September; 1,500 fur caps on 6 September; and 2,100 fur caps and 50 pairs of repaired boots on 11 September. (29)

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Velten (N 53/Z 66) Fuel Depot

49. On 24 September 1950 three railroad fuel cars and many barrels were seen in the area of the air force fuel depot in Velten. Except for three guards wearing light blue epaulets no soldiers were seen; there was no motor vehicle traffic. According to a local resident, four trucks, two jeeps and a sedan, all occupied to capacity by soldiers, left toward Oranienburg (N 53/Z 67) on the morning of the same day. No motor vehicle traffic was noticed at the army fuel depot. A flatcar loaded with roofing paper left the depot area. Four fuel cars guarded by Volkspolizei were parked on a siding of the freight station. (31)

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Walkow (N 53/Z 49) Ammunition Depot

50. []

Comments.

- (1) The depot is known [] and is administrated by the Derunapht. It is supplied primarily by the Boehlen hydrogenation plant. 25X1
- (2) The only spare parts depot with a repair shop known so far is located in the former Luessig-MAG plant at 1-5 Ostendstrasse. [] The depot mentioned in the present report seems to be a branch installation in the same town.
- (3) The four sedans with [] probably belong to the SCC. The other motor vehicles included five trucks and one sedan of the GORF and one truck of the Arty Div of the GORF in Potsdam. [] 25X1
- (4) The rail shipments were probably consigned to the Eighth Gds Army clothing and equipment depot in Burgstaedt. [] The motor vehicles observed on 25 August 1950 belong to the 20th Gds Recz Div and to headquarters units of the Eighth Gds Army. The motor vehicles seen on 29 August 1950 belong to headquarters units of the Eighth Gds Army. The truck observed on 30 August 1950 belongs to a headquarters unit of the Eighth Gds Army. 25X1
- (5) The motor vehicle belongs to an AT artillery unit in Gera-Merseburg. 25X1
- (6) The depot is known as an ammunition and equipment depot.
- (7) The information confirms a depot known under the designation "branch depot of the army merchandise section." [] The depot has been headed by Major Iusinov or Dusiov (fnm) since early September 1950.
- (8) The truck convoy belonged to the 20th Gds Recz Div of the Eighth Gds Army. The truck was presumably on route to the large ration supply depot of the Eighth Gds Army in Briurt-Marbach. The trucks observed on 12 September 1950 included eight of the 20th Gds Recz Div, two of the 21st Gds Recz Div, and one of a headquarters unit of the XXVIII Gds Itz Rifle Corps; all of the Eighth Gds Army. 25X1

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- (9) The information confirms that the municipal slaughterhouse was still requisitioned by the Soviets as a distributing point for fresh meat. 25X1
- (10) The trucks belonged to headquarters units of the Fourth Gds Mecz Army. They had presumably picked up ammunition at the large ammunition depot in Waldeslust, which is located in the Messingwerk, Finow. 25X1
- (11) It cannot be determined whether the information refers to the enlargement of existing installations or the establishment of new installations. Large installations known to be located in that area include the ammunition depot at Bannowwalde, the ammunition depot at Fuerstenberg-Steinförde, the ammunition depot at Fuerstensee, the fuel depot at Fuerstenberg, the ration supply depot at Bannowwalde, a general supply depot for rations, clothing and fuel at Fuerstenberg and a spare parts depot with tank repair shop in Fuerstenberg. The ammunition depot at Fuerstensee is presently being enlarged. It is possible that the funds mentioned were appropriated for this work. 25X1
- (12) The information confirms the Fuerstensee ammunition depot which is being improved. One truck belonged to the GDFG and two trucks to the 9th Gds Tank Div of the Second Gds Mecz Army. belongs to the 90th Engr Bn in Neustrelitz and to the 120th Gds RL Bn in Neustrelitz. 25X1 25X1
- (13) The observation of a filled tank-car train cannot be accounted for. There are no indications that the ammunition depot might also be used for the storage of fuel. 25X1
- (14) Presumably the Fuerstenwalde branch depot of the main medical supply depot in Lichtenberg. The main depot is still believed to be in Lichtenberg, rather than to have been moved to Fuerstenwalde. 25X1
- (15) The information confirms the motor vehicle park with a repair shop. All trucks observed belonged to the Eighth Gds Army. They included one of the 43d Gds Gun Arty Brig, one of the AT artillery unit in Gera-Merseburg, and one of an army headquarters unit on 22 August 1950; two of an army headquarters unit and one of the AT artillery unit in Gera-Merseburg on 27 August 1950; one of an army headquarters unit and one of the AT artillery unit in Gera-Merseburg on 4 September 1950. 25X1
- (16) The information confirms the medical depot in the former Hartung spinning mill. All motor vehicles observed belonged to the Eighth Gds Army. They included a truck of an army headquarters unit on 23 August 1950; two trucks of an army headquarters unit and one truck of the 43d Gds Gun Arty Brig on 26 August 1950; one truck of the AT artillery unit in Gera-Merseburg and two trucks of army headquarters units on 1 September 1950; one truck of the AT artillery unit in Gera-Merseburg on 2 September 1950; two trucks of army headquarters units on 9 September 1950; one truck of the 43d Gds Gun Arty Brig and two trucks of army headquarters units on 14 September 1950. 25X1
- (17) The information confirms and supplements previous data on this large depot of the Eighth Gds Army. The data on capacity and turnover are given credence. For sketch of the depot see Annex. 25X1
- (18) The tank truck belonged to the AT artillery unit of the Eighth Gds Army in Gera-Merseburg. 25X1
- (19) The information confirms the utilization of the elevators of the former German ordnance depot in Rathenow-North for the storage of ammunition. The previous ammunition depot in the Trade Plant, Rathenow-Heidefeld, has been vacated. 25X1
- (20) The depot is under Berunapht administration and has been under construction since 1949. 25X1
- (21) The information confirms the large 300th Ration Supply Depot. According to incomplete reports covering rail movements, the depot received 11 boxcarloads of rations from Loebau on 30 July 1950; 10 boxcarloads of rations from Frankfurt/Oder 25X1

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on 30 August 1950; 9 boxcarloads of rations from Frankfurt/Oder on 1 September 1950; 2 boxcarloads of rations from Muellrose on 5 September 1950; 22 boxcarloads of cereals from Frankfurt/Oder on 19 September 1950; and 27 boxcarloads of rations from Frankfurt/Oder on 22 September 1950.

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- (22) Previous reports also stated that the depot was being improved. Although it is a former German ammunition depot the installation seems to have been converted into a fuel depot.
- (23) The motor vehicles that were observed belong to the 9th Mecz Div of the Third Gds Mecz Army and to the 39th Gds Mtz Rifle Div of the Eighth Gds Army.
- (24) A weekly amount of seven tank carloads, i.e. about 140,000 liters, appears extremely low with regard to the large installation.
- (25) The linen strips bear the names P.Ya.Suntsov, belonging to Lieutenant Colonel Yermak's unit and of Junior Sergeant Kolyupanov of an unidentified 3d Mort Co.
- (26) All three names are known. Zalmanov is in charge of the ordnance depot.
- (27) The information confirms and supplements previous data on the ordnance depot.
- (28) Probably new and unusual equipment placed under strict secrecy.
- (29) The motor vehicle belonged to a headquarters unit of the Third Shock Army.
- (30) The motor vehicles belonged to the 3d Gds AAA Div and to headquarters units of the LXXIX Mtz Rifle Corps of the Third Shock Army.
- (31) The information confirms the large fuel depot prior to the end of September 1950.
- (32) The two trucks belonged to the 12th Gds Tank Div of the Second Gds Mecz Army.

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